

§ 658.21

(B) An analysis of the proposed access routes by application of vehicle templates to plans of the routes;

(C) A general provision for allowing access, without requiring a request, for commercial motor vehicles with semitrailers with a kingpin distance of 41 feet or less (measured from the kingpin to the center of the rear axle, if single, or the center of a group of rear axles). State safety analyses may be conducted on individual routes if warranted; and

(ii) All of the following:

(A) The denial of access to terminals and services only on the basis of safety and engineering analysis of the access route.

(B) The automatic approval of an access request if not acted upon within 90 days of receipt by the State. This provision shall become effective no later than 12 months following the effective date of this rule unless an extension is requested by the State and approved by FHWA.

(C) The denial of access for any 102-inch wide vehicles only on the basis of the characteristics of specific routes, in particular significant deficiencies in lane width.

(j)(1) Each State shall submit its access provisions to FHWA for approval within 6 months after June 1, 1990. In those States in which State law authorizes the operation of STAA-dimensioned vehicles on all public roads and highways, no submission or approval under this paragraph is required. If, in the future, such a State changes its authorizing legislation and restricts the operation of STAA-dimensioned vehicles, then compliance with these provisions will be necessary.

(2) The FHWA will review the access provisions as submitted by each State subject to the provisions in paragraph (j)(1) and approve those that are in compliance with the requirements of this section. The FHWA may, at a State's request, approve State provisions that differ from the requirements of this section if FHWA determines that they provide reasonable access for STAA-dimensioned vehicles and do not impose an unreasonable burden on motor freight carriers, shippers and receivers and service facility operators.

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(3) Any State that does not have FHWA approved access provisions in effect within 1 year after June 1, 1990 shall follow the requirements and the criteria set forth in this section and section 658.5 and 658.19 for determining access for STAA-dimensioned vehicles to terminals and services. The FHWA may approve a State's request for a time extension if it is received by FHWA at least 1 month before the end of the 1 year period.

[53 FR 12149, Apr. 13, 1988, as amended at 55 FR 22763, June 1, 1990; 59 FR 30420, June 13, 1994]

§ 658.21 Identification of National Network.

(a) To identify the National Network, a State may sign the routes or provide maps of lists of highways describing the National Network.

(b) Exceptional local conditions on the National Network shall be signed. All signs shall conform to the Manual on Uniform Traffic Control Devices. Exceptional conditions shall include but not be limited to:

(1) Operational restrictions designed to maximize the efficiency of the total traffic flow, such as time of day prohibitions, or lane use controls.

(2) Geometric and structural restrictions, such as vertical clearances, posted weight limits on bridges, or restrictions caused by construction operations.

(3) Detours from urban Interstate routes to bypass of circumferential routes for commercial motor vehicles not destined for the urban area to be bypassed.

§ 658.23 LCV freeze; cargo-carrying unit freeze.

(a)(1) Except as otherwise provided in this section and except for tow trucks with vehicles in tow, a State may allow the operation of LCV's on the Interstate System only as listed in appendix C to this part.

(2) Except as otherwise provided in this section, a State may not allow the operation on the NN of any CMV combination with two or more cargo-carrying units (not including the truck tractor) whose cargo-carrying units exceed:

(i) The maximum combination trailer, semitrailer, or other type of length limitation authorized by State law or regulation of that State on or before June 1, 1991; or

(ii) The length of the cargo-carrying units of those CMV combinations, by specific configuration, in actual, lawful operation on a regular or periodic basis (including continuing seasonal operation) in that State on or before June 1, 1991, as listed in appendix C to this part.

(b) Notwithstanding paragraph (a)(2) of this section, the following CMV combinations with two or more cargo-carrying units may operate on the NN.

(1) Truck tractor-semitrailer-trailer and truck tractor-semitrailer-semitrailer combinations with a maximum length of the individual cargo units of 28.5 feet or less.

(2) Vehicles described in § 658.13(e) and (g).

(3) Truck-trailer and truck-semitrailer combinations with an overall length of 65 feet or less.

(4) Maxi-cubes.

(5) Tow trucks with vehicles in tow.

(c) For specific safety purposes and road construction, a State may make minor adjustments of a temporary and emergency nature to route designation and vehicle operating restrictions applicable to combinations subject to 23 U.S.C. 127(d) and 49 U.S.C. 31112 and in effect on June 1, 1991 (July 6, 1991, for Alaska). Minor adjustments which last 30 days or less may be made without notifying the FHWA. Minor adjustments which exceed 30 days require approval of the FHWA. When such adjustments are needed, a State must submit to the FHWA, by the end of the 30th day, a written description of the emergency, the date on which it began, and the date on which it is expected to conclude. If the adjustment involves alternate route designations, the State shall describe the new route on which vehicles otherwise subject to the freeze imposed by 23 U.S.C. 127(d) and 49 U.S.C. 31112 are allowed to operate. To the extent possible, the geometric and pavement design characteristics of the alternate route should be equivalent to those of the highway section which is temporarily unavailable. If the adjustment involves vehicle operating re-

strictions, the State shall list the restrictions that have been removed or modified. If the adjustment is approved, the FHWA will publish the notice of adjustment, with an expiration date, in the FEDERAL REGISTER. Requests for extension of time beyond the originally established conclusion date shall be subject to the same approval and publications process as the original request. If upon consultation with the FHWA a decision is reached that minor adjustments made by a State are not legitimately attributable to road or bridge construction or safety, the FHWA will inform the State, and the original conditions of the freeze must be reimposed immediately. Failure to do so may subject the State to a penalty pursuant to 23 U.S.C. 141.

(d) A State may issue a permit authorizing a CMV to transport an overlength nondivisible load on two or more cargo-carrying units on the NN without regard to the restrictions in § 658.23(a)(2).

(e) States further restricting or prohibiting the operation of vehicles subject to 23 U.S.C. 127(d) and 49 U.S.C. 31112 after June 1, 1991, shall notify the FHWA within 30 days after the restriction is effective. The FHWA will publish the restriction in the FEDERAL REGISTER as an amendment to appendix C to this part. Failure to provide such notification may subject the State to a penalty pursuant to 23 U.S.C. 141.

(f) The Federal Highway Administrator, on his or her own motion or upon a request by any person (including a State), shall review the information set forth in appendix C to this part. If the Administrator determines there is cause to believe that a mistake was made in the accuracy of the information contained in appendix C to this part, the Administrator shall commence a proceeding to determine whether the information published should be corrected. If the Administrator determines that there is a mistake in the accuracy of the information contained in appendix C to this part, the Administrator shall publish

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in the FEDERAL REGISTER the appropriate corrections to reflect that determination.

[59 FR 30420, June 13, 1994, as amended at 60 FR 15214, Mar. 22, 1995; 62 FR 10181, Mar. 5, 1997; 72 FR 7748, Feb. 20, 2007]

APPENDIX A TO PART 658—NATIONAL NETWORK—FEDERALLY-DESIGNATED ROUTES

[The federally-designated routes on the National Network consist of the Interstate System, except as noted, and the following additional highways.]

Route	From	To
Alabama		
US 43	I-65 N. of Mobile	Sunflower.
US 43	AL 5 near Russellville.	TN State Line.
US 72	MS State Line	CR 33 Hollywood.
US 72 Alt	US 72 Tuscumbia	US 72/231/431 Huntsville.
US 78	End of 4-lane W. of AL 5 Jasper.	I-59 Birmingham.
US 80	AL 14 W. Int. Selma	US 82 Montgomery.
US 82	Coker W. of I-59	Eoline W. of AL 5.
US 82	AL 206 Prattville	US 231 N. Int. Montgomery.
US 84	AL 92 E. of Daleville (via AL 210 Dothan Cir.).	End of 4-lane E. of Dothan.
US 98	I-10 Daphne	End of 4-lane near Fairhope.
US 231	FL State Line (via AL 210 Dothan Circle.).	End of 4-lane N. of Wetumpka.
US 231	Arab	TN State Line.
US 280	US 31 Mountain Brook.	AL 22 Alexander City.
US 280	I-85 Opelika	GA State Line Phenix City.
US 431	AL 210 Dothan	AL 173 Headland.
US 431	I-20 Anniston	AL 79 N. Int. Columbus City (via I-59—AL 77 Gadsden).
US 431	CR 8 New Hope	TN State Line.
AL 21	US 31 Atmore	I-65 N. of Atmore.
AL 21	US 431 Anniston	Jacksonville.
AL 67	I-65 Priceville	US 72 Alt. W. of Decatur.
AL 79	I-59 Birmingham	Pinson.
AL 152	US 231 N. Int. Montgomery.	I-65 N. Int. Montgomery.
AL 210	Dothan Circle (Beltway).	
AL 248	US 84 Enterprise	Ft. Rucker.
AL 249	Ft. Rucker	US 231.
Alaska		
AK 1	Potter Weigh Station Anchorage.	AK 3 Palmer.
AK 2	AK 3 Fairbanks	Milepost 1412 Delta Junction.
AK 3	AK 1 Palmer	AK 2 Fairbanks.
Note: Routes added to the Interstate System under 23 U.S.C. 139(c) are included only to the extent designated above.		
Arizona		
US 60	I-10 Brenda	I-17 Phoenix.

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Route	From	To
US 60	AZ 87 Mesa	AZ 70 Globe.
US 60	AZ 260 E. Int. Show Low.	NM State Line.
US 64	US 160 Teec Nos Pos.	NM State Line.
US 70	US 60 Globe	NM State Line.
US 80	AZ 92 Bisbee	NM State Line.
US 89	I-10 Tucson	US 60 Florence Junction.
US 89	AZ 69 Prescott	I-40 Ash Fork.
US 89	I-40 Flagstaff	UT State Line.
US 95	Mexican Border	I-8 Yuma.
US 160	US 89 Tuba City	NM State Line.
US 163	US 160 Kayenta	UT State Line.
US 666	I-10 Bowie	US 70 Safford.
US 666	US 60 Springerville ..	I-40 Sanders.
US 666	Mexican Border	US 80 Douglas.
AZ 69	US 89 Prescott	I-17 Cordes Junction.
AZ 77	US 60 Show Low	I-40 Holbrook.
AZ 84	I-10 Picacho	AZ 87 E. of Eloy.
AZ 85	I-8 Gila Bend (via I-8B).	I-10 Buckeye (via AZ 85 Spur).
AZ 87	AZ 84 E. of Eloy	AZ 387 W. of Coolidge.
AZ 87	AZ 587 Chandler	US 60 Mesa.
AZ 90	I-10 Benson	AZ 92 Sierra Vista.
AZ 169	AZ 69 Dewey	I-17 S. of Camp Verde.
AZ 189	Mexican Border	I-19 Nogales.
AZ 287	AZ 87 Coolidge	US 89 Florence.
AZ 360	I-10 Phoenix	AZ 87 Mesa.
AZ 387	I-10 Exit 185	AZ 87 W. of Coolidge.
AZ 587 (Old AZ 93).	I-10 Exit 175	AZ 87 Chandler.
Arkansas		
No additional routes have been federally designated; under State law STAA-dimensioned commercial vehicles may legally operate on all highways which, prior to June 1, 1991, were designated as Federal-aid primary highways.		
California		
I-80 Bus. Loop (US 50—CA 51).	I-80 W. Sacramento	I-80 near Watt Ave., Sacramento.
US 6	US 395 Bishop	NV State Line.
US 50	I-80 W. of Sacramento.	Sly Park Rd. Pollock Pines.
US 95	I-40 near Needles	NV State Line.
US 101	I-5 Los Angeles	I-80 San Francisco.
US 395	I-15 S. of Victorville	NV State Line.
CA 2	I-5	I-210 Los Angeles.
CA 10 (San Bern. Fwy.).	US 101	I-5 Los Angeles.
CA 14	I-5 near San Fernando.	US 395 Ridgecrest.
CA 15	I-5	I-805 San Diego.
CA 22	I-405 Seal Beach	CA 55 Orange.
CA 24	I-580 Oakland	I-680 Walnut Creek.
CA 52	I-5	I-805 San Diego.
CA 55	I-405 Costa Mesa	CA 91 Anaheim.
CA 57	I-5 Santa Ana	I-210 Pomona.
CA 58	CA 99 Bakersfield	I-15 Barstow.
CA 60	I-10 Los Angeles	I-10 Beaumont.
CA 71	I-210	CA 60 Pomona.
CA 78	I-5 Carlsbad	I-15 Escondido.